

BUS & COACH BUYER

8 JULY 1994 ISSUE 263

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Luton sale completed



Jubilee safety minibus for schools

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1987 (PP) Scania K92	— PARAMOUNT 3200	51 recliners, centre toilet, fridge, boiler, power door
1986 (C) B10M	— ALGARVE	53 recliners, power door, continental door
1985 (B) DAF SB	— PARAMOUNT 3200	53 seats, power door, radio
1985 (B) TIGER ZF	— DUPE CARIBBEAN II	48 recliners, power door, double glazed, toilet
1984 (A) ROYAL TIGER	— PARAMOUNT 3500	49 recliners, centre toilet, berth, continental door
1984 (A) DAF	— BOVA CALYPSO	53 seats, power door, tinted windows
1983 (PP) B10M	— BERKHOF ESPRITE	49/53 recliners, centre toilet, continental door, berth
1982 (Y) FORD R1115	— DUPE DOMINANT	53 seats, power door
1979 (V) FORD R1114	— DUPE DOMINANT	53 seats, manual door, new MoT

MINIBUS SELECTION

1991 (J) TOYOTA	— CAETANO OPTIMO II	18 seats, courier seat, power door
1991 (J) TOYOTA	— CAETANO OPTIMO II	21 seats, courier seat, power door
1990 (H) TOYOTA	— CAETANO OPTIMO I	21 seats, courier seat, power door
1990 (G) TOYOTA	— CAETANO OPTIMO I	21 seats, courier seat, power door
1989 (G) TOYOTA	— CAETANO OPTIMO I	18 seats, courier seat, power door
1988 (E) TOYOTA	— CAETANO OPTIMO I	21 seats, courier seat, power door
1982 (X) FIAT 60.10	— CAETANO BEJA	18 seats

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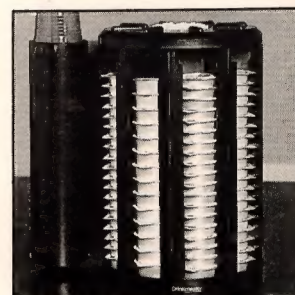
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Front Cover:

An Iveco 59.12 with W.S. Coachbuilders bodywork in the People's Provincial fleet.

News

Stagecoach and Mainline exchange shares

The board of Sheffield's Mainline Partnership Ltd has recommended, to its employee shareholders, the acceptance of a share exchange offer from Stagecoach Holdings Plc. Under the terms of the proposal, Mainline would exchange 20% of its enlarged equity for 500,000 Stagecoach shares. Mainline employees will retain 80% of the company's shares including a block of 26% which is held by an Employees' trust. A formal ballot is to be held to determine whether the exchange will become effective.

A statement from Stagecoach claims its main benefit will be increased involvement in a major British metropolitan area, at a time of rapid development in the UK busy industry. The statement highlights the main benefits to Mainline as an opportunity to work with a major bus group that has a reputation for investment and profitability, while retaining Mainline's employee owned structure and its embodied principles.

PPL letters — CPT urges caution

The CPT is advising coach operators to wait for further advice if they receive a letter from Phonographic Performance Ltd (PPL), an organisation which says operators require one of its licences to play background music on coaches.

Many operators have received a letter from PPL in recent weeks, pointing out that although a Performing Rights Society licence discharges their responsibility towards the artist whose music they play, they still need to obtain a PPL licence. PPL represents the recording industry's copyright.

CPT says it has still to establish whether operators will definitely have to pay for licences and says they should await further advice before paying for a licence. That said, a spokesman says it is likely that operators will have to pay.



The first of London Buses' 30 low-floor Scania N113CRLs with Wright Pathfinder 320 bodies has been delivered to Leaside Buses. They go into service in September. Full details in next week's issue.

Luton sale to British Bus confirmed

British Bus plc has confirmed its purchase of Luton & District Transport Ltd which occurred on 1 July. Support for the proposal was almost unanimous as 99.99% of shareholders balloted in favour of selling their shares. Luton MD, Graham Cumming, commented, "I am sure that this was both as a result of the extremely good offer received from British Bus and also the recognition of added strength and opportunities that belonging to such a large group will bring."

British Bus offer for Derby

Derby City Transport is set to become the latest acquisition for British Bus plc. The move is a logical progression given the 27% shareholding in DCT held by recently acquired Luton & District. At a meeting held on 5 July, DCT directors recommended to shareholders that they accept the offer from British Bus. The shareholders will be balloted and a decision is expected before the end of July. Luton & District also has a 19% shareholding in Clydeside 2000 plc which operates in Glasgow. There has been no indication, so far, that British Bus has entered into negotiations with Clydeside.

Professional minibus driving standard sought

The Confederation of Passenger Transport has called for professional driving standards to apply to all minibuses. CPT says the tragic M40 accident, where a teacher and pupils from Hagley Roman Catholic High School were killed, highlights the need for all those involved in the provision of school transport to be regulated by the same hours and tests as PCV licence holders.

David Watson, CPT's director of public affairs, said: "At present there are 100,000 minibuses on the road, only 8,700 of which are owned and driven by professional operators and drivers. This means the remaining 90,000 plus can be driven by anyone at all. Provided you are 21 years old and have a car licence, you can get into a minibus and drive off on a holiday trip with 15 children and their luggage. You can drive all day and all night after a full day at work but professional drivers, driving an identical vehicle will have been trained and tested to drive big vehicles and also have very strictly controlled periods of work. It is entirely wrong that double standards apply to the same vehicle."

The CPT supports the call by the Royal Society for the Prevention of Accidents who want special training and assessment for non-professional drivers. Both organisations condemn the use of crew buses with side facing seats for schools transport.



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VOLVO

1989 F VOLVO B10M GLE 310 BHP VAN HOOL ALIZEE DH, 53 reclining seats, courier, centre continental door and provision for toilet, d/glazed, Webasto, Telma, splitter gearbox, low mileage **£77,500**

1988 E VOLVO B10M PLAXTON PARAMOUNT 3200, 53 reclining seats, couriers seat, pannier lockers, curtains, radio/PA, POD, **Choice of 2 £57,500**

1985 B VOLVO B10M PLAXTON PARAMOUNT 3500, 49/53 reclining seats, courier, centre sunken dem toilet/continental door, Webasto, d/glazing, ZF fully auto. transmission **Choice of 2 £35,000**

1981 PP VOLVO B10M DUPLÉ DOMINANT IV, 50 reclining seats, d/glazed, Telma, p/operated door, radio/PA, new test, tidy **£17,500**

1975 VOLVO B58 PLAXTON ELITE, 53 retrimmed seats, Mark IV front, new test, radio/PA **£5,500**

OTHERS

1990 MERCEDES 709D, 24 new coach seats, new conversion, Henderson Hideaway wheelchair lift, 12 quick release seats, new MoT, white, mint condition **£28,750**

1988 E SCANIA K92 VAN HOOL ALIZEE, 51 reclining seats, courier, rear floor mounted toilet, d/glaze, radio/PA **£59,500**

1986 C BEDFORD YNT DUPLÉ LAZER, 53 seater, POD, radio/PA, tested April 95 **£16,500**

1983 PP BEDFORD YNT DUPLÉ DOMINANT IV, 57 seater, new test, clean **£8,750**

1983 NEOPLAN CLUBLINER, Merc V8, recent rebuilt engine, 60 reclining seats, tables, toilet, fridge, servery, Voith retarder, radio/PA, 3 TVs, new test **£28,750**

1983 (A) LEYLAND CUB, Wadham Stringer bus, 24 seater, tail-lift, recent engine **£4,250**

1983 (Y) SCANIA K1112 JONCKHEERE JUBILEE, 51 retrimmed recliners, courier seat, centre sunken toilet, bunk, POD, d/glazed, radio/PA **£32,500**

1983 (A) MERCEDES 307D, Reeve Burgess, 10 seater **£3,000**

1978 LEYLAND LEOPARD PLAXTON SUPREME, 53 retrimmed seats, semi auto gearbox, radio/pa **£8,500**

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1988 VOLVO B10M VAN HOOL ALIZEE-H 12M

53 recliners, brown moquette, double glazed tinted side windows with pull down blinds, courier seat, power entrance door, TELMA retarder, Autolube, finished all white.
M.O.T. AUGUST 1994

1986 DAF DKFL JONCKHEERE JUBILEE P50 12M

49 recliners, brown moquette, rear O/S sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, drinks machine, courier seat, power entrance door, finished all white.
M.O.T. AUGUST 1994

1980 DAF DKTL PLAXTON SUPREME IV 12M

53 recliners, brown moquette, tinted side windows, curtains, power entrance door, TELMA retarder, finished white/red.
M.O.T. APRIL 1995

1981 (September) LEYLAND TIGER 218 PLAXTON SUPREME IV 12M

57 seats, Autumn moquette, power entrance door, finished all white.
M.O.T. NOVEMBER 1994

1990 (October) TOYOTA CAETANO OPTIMO

18 recliners, grey/red moquette, courier seat, curtains, power operated entrance door, finished all white.
M.O.T. JULY 1995

1989 VOLVO B10M PLAXTON PARAMOUNT 3200 12M

53 recliners, red/grey moquette, tinted side windows, curtains, power entrance door, finished all cream.
M.O.T. JANUARY 1995

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1982 (August) DAF DKTL JONCKHEERE BERMUDA 12M

49/53 seats, brown/orange moquette, rear sunken toilet, continental door, driver's berth, courier seat, wired TV/video, finished all white.
M.O.T. MARCH 1995

1987 DAF SB2300 VAN HOOL ALIZEE-DH 12M

Low driving position, 51 recliners, brown/beige moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, coolbox, drinks machine, provision for driver's berth, wired TV/video, power entrance door, TELMA retarder, finished all white.
M.O.T. MARCH 1995

1982 LEYLAND TIGER PLAXTON SUPREME V 12M

Semi-automatic gearbox, 53 E-type seats, red striped moquette, curtains, power entrance door, Bristol dome, armrests, Eberspacher heating, retarder, finished cream/red.
M.O.T. JUNE 1995

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NEW NEW NEW NEW TOYOTA OPTIMO III

18 reclining seats

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1986 (September) BEDFORD YNV DUPLÉ 320 12M

53 recliners, beige/brown moquette, rear N/S toilet to saloon floor, power entrance door, drinks machine, wired TV/video, finished all white.
M.O.T. FEBRUARY 1995

1983 MAN SR280 INTEGRAL 12M

46 recliners, brown moquette, O/S rear floor mounted toilet, continental door, double glazed tinted side windows with pull-down blinds, power entrance door, wired TV/video, finished white.
M.O.T. JUNE 1995

1987 (September) IVECO 79.14 CAETANO VIANA

19 seats, grey/red moquette, with lift-up armrests, full draw curtains to side windows, finished white/red.
M.O.T. OCTOBER 1994

1986 SCANIA K92 JONCKHEERE TRANCITY SERVICE SALOON

47 seats, blue trim plus 22 standees, front and centre double passenger entrance doors, finished white/red.
M.O.T. OCTOBER 1994

1989 (September) LAG PANORAMIC INTEGRAL 12M

DAF powered, 49 recliners, grey/red/black moquette, centre sunken toilet, continental door, courier seat, double glazed tinted side windows, curtains, water boiler, fridge, TELMA retarder, wired TV/video, finished white.
M.O.T. MARCH 1995

1978 (August) LEYLAND LEOPARD DUPLÉ DOMINANT II 12M

53 seats recently retrimmed in grey/red moquette, power entrance door, finished white/red.
M.O.T. MAY 1995

PARTS STOCKIST - BOVA, VAN HOOL, TOYOTA OPTIMO

News

Bebbs 1995 coach order

Plaxton Coach & Bus has announced it is to supply 24 coaches to Bebb Travel for delivery in 1995. All the vehicles will be based on Volvo B10M chassis and supplied through Yeates Bus & Coach. They include: 15 Premiere 350s which are to executive standard, with 44 reclining seats, saloon toilets and serveryes; four Premiere 320s with 57 standard seats; and five Premiere 320s with 53 reclining seats.

Croydon Tramlink system to get the go-ahead

Croydon, Merton and Bromley could be in line for a tram system if the Bill, supported by the House of Commons Committee, gets its third reading and gains Royal Assent. This would turn the proposal into an Act of Parliament and allow construction to start. The 28 Km route was approved by a mixed party committee in March but pro-

gress had been adjourned to allow London Transport and the London Borough of Croydon to finalise compensation figures for the owners of compulsorily purchased property. If the scheme is passed and gains sufficient private sector investment, it will mean a return to trams in London for the first time in 40 years.



Moir Lockhead and Peter McCutcheon.

1,000th NVQ awarded to GRT driver

GRT Bus Group's latest successful candidate to be awarded the National Vocational Qualification - Scottish Vocational Qualification has become the 1,000th recipient of the award. GRT bus driver, Peter McCutcheon, joins over 160 other holders of the SVQ currently employed by the company. Over 270 employees have been registered for the scheme and there are now plans to extend it throughout all group companies.

Leicestershire coach campaign

Leicestershire Police and the Vehicle Inspectorate checked 306 coaches at motorway service areas last month as part of a summer campaign on coach and caravan safety.

Following the checks, 27 vehicles were issued with immediate prohibitions and eight drivers were reported

for summons, with 57 others being cautioned for tachograph and drivers' hours offences.

Only one coach had a very serious defect — faulty brakes. The most common defect, affecting a third of the vehicles stopped, concerned the operation of emergency doors.

Lucas deal

Ikarus, once the world's biggest bus manufacturer, is specifying Lucas heavy duty alternators in buses it is building for Thailand and for its home market in Hungary.

In a deal worth several million pounds a year, Lucas will supply the alternators from its West London plant. This is part of Ikarus's new policy of insisting on world standard electrics in its buses.

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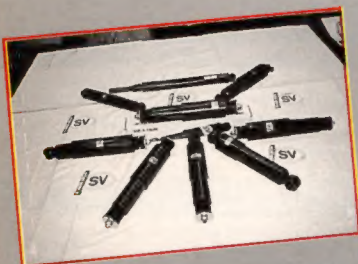
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Vehicle Launch

Pro-Tect

Jubilee launches a 'safer' minibus

Jubilee Coach Conversions has never been slow in adapting its products to meet with market requirements and has often led the changes, even if it has caused controversy. The latest innovation to emerge from the West Bromwich based minibus builder is the result of 14 months' research and development, culminating in what production director Mike Holland claims is the strongest and safest minibus ever commercially produced. The prototype Pro-Tect has been built on an LDV (formerly Leyland DAF) 400 series van and will seat 16 passengers.

The Pro-Tect has been designed to offer the ultimate in vehicle safety and is primarily aimed at school transport or for contracts, although many of the concepts can, and will, be built into PSV specification minibuses. For some time now, all conversions leaving the factory have been fitted with side intrusion bars to offer a higher degree of passenger protection.

Mike Holland said, "We have looked long and hard at the problems faced by operators, local authorities, charitable organisations and schools. What we've tried to do is to come up with the strongest vehicle available, in an attempt to minimise the risk to children travelling to



High level lights warn other motorists of passengers boarding or alighting.

and from school, or on outings.

"Looking at the concept overall, we examined whether or not we agreed with what is going on with seat belts. We came to the conclusion that individuals should have the choice, but if a belt is available it must do what it is meant to do. Many belts being fitted are more cosmetic than effective and are being quickly fitted because of the fear of losing contracts.

"Having decided that properly fitted and effective seat belt systems were necessary, we then had to determine whether a lap belt or a lap and diagonal was more suitable. The answer had to be the latter, but this then brings seat strength into question. At that time, the best seats available

were not strong enough and it seemed development was coming to a rapid halt.

"Fortunately, along came the new Rescroft Defender seat which has been crash tested, meets all M2 and M3 requirements and is certified to EEC/76/115 and ECE 14.03. We were then able to design and produce around the properties of the seat. It is a logical progression really, the passenger has to be adequately seated and then secured by a certified belt system. From here, there is no point in strapping these people to a safe seat inside an eggshell. So our next job was to mount these seats into something that would withstand many times the impact of a conventional minibus."

What Jubilee has done is to build a safety zone inside the saloon. High tensile steel box



Perspex covered panels in the prototype vehicle allow prospective purchasers to view the internal roll cage and fireproof insulation material.



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Vehicle Launch

section, measuring 30 x 50mm is used to provide twin anti-intrusion bars along each side. These are able to deflect and disperse side impacts, reducing the possibility of intrusion, and therefore injury to passengers. Four vertical steel box section pillars are positioned along each wall and continued over the top to form a roll cage.

The window line is a weak area on all minibuses and so a framework has been built to surround the glazing. The windows are mounted on the outside and designed so that if they had to be smashed with an emergency hammer the glass would completely drop away. This eliminates any chance of jagged pieces being retained in a gasket and causing injuries as passengers attempt to climb out. The broad surface offered by the window frame, which is fully trimmed, also means that there is no likelihood of injury from the cut-out which forms a normal minibus window - where the outer body skin could be left sharp. Should the gasket become dislodged on a conventional conversion it could expose another potential area for injury.

A Transpec roof ventilator/escape hatch, accessible from inside or outside the vehicle, is built into the roof and is mounted in its own steel framework. This will protect its integrity in the event of a roll-over accident and ensure the escape route remains valid. The plastic material of which the Transpec vent is constructed has a self-reforming characteristic and is fire resistant. Indeed, all materials used in the construction of Pro-Tect are fire proofed or of a flame retardant nature. Seat coverings and foam, carpet trim, flooring, wood panelling and the glue used for trimming are covered under fire requirements.

To further protect the integrity of the saloon, a heavy duty steel box section anti-intrusion bar is positioned vertically at the rear. This is joined to the roll cage at the top and is mounted on an 'A' frame at the bottom. This is bolted securely to the chassis and will prevent intrusive damage from the rear as well as providing adequate support for the safety cage and maintaining passenger access to the rear doors. Both the rear doors and the Transpec vent/hatch are fitted



The rear anti-intrusion bar is heavy duty box section steel and well padded. It supports the roof cage and maintains an escape route through the rear exit.

with anti-tamper warning devices which will alert the driver if they are not properly secured.

The insulation between the outer and inner skins of the saloon walls is also fireproof and is an inch and a half thick. It adds to safety and provides a further benefit with its sound absorption capability. The Pro-Tect is one of the quietest LDV conversions around. This quietness can also be attributed in part to the additional rigidity of the saloon and seating.

The 16 passenger seats are bolted through tracking and flooring material which sits on substantial 6mm plate. This is continuously seam welded, along both sides, to the chassis below. The high tensile 7mm bolts are threaded through the seat mounting, through the plate and chassis members and secured with nylock nuts. The side mountings for the seats bolt directly to the side impact bars. This ensures that in the event of a side-on crash, any movement of the intrusion bars will allow

the seat to move towards the gangway. It won't go very far, but will help absorb some of the impact and means that the passengers are being moved away from the damage area.

Further passenger protection is provided by a smoke alarm and by an emergency lighting system which ensures all exits remain visible. The specification provides for an AA Call-Safe emergency telephone or the fitting of a conventional mobile system if preferred.

Protection for the driver has been enhanced by building side intrusion bars into the door and constructing a cage around the driver's seat. Similar to a traditional bus cab, the area is screened with clear perspex which offers enough vision to check on passengers, yet it is quieter and prevents passengers interfering with the driver, reducing the chance of distractions.

Externally, Pro-Tect looks much like any other minibus apart from its high level lights, the reflective chevron graphics and its 'banana' mirror.



Additional strengthening is built into the driver's door.

The latter is a huge convex elliptical mirror with a double curvature surface. When mounted on the offside wing, the driver can see clearly what is behind the bus and also across the front, below the level of the bonnet and to the pavement.

An automatic fire extinguishing system has been installed under the bonnet. FireMaster is AA approved and consists of a Halon gas container, a flexible delivery tube and a number of heat sensor wires. These will provide the driver with early warning of any excessive heat build up and if signals are ignored the sensors will automatically trigger the system. In the event of a flash fire, the system would trigger immediately.

Reversing is made safer by



A lowered entrance step makes access simpler.

the inclusion of rearscopes on the rear windows, an audible warning for pedestrians and a Proximeter. The Proximeter scans behind the vehicle for obstructions and emits a signal if something is detected. It will increase the frequency of the signal pulses as the object gets closer and if a constant tone is heard, it is time to hit the brakes.

The nearside front wing houses a special fuel and electrical cut-off point which switches out all the main functions. When the device is activated an auxiliary battery is brought into the circuit and this supplies the emergency exit signs and the emergency lighting only.

Jubilee plans to market three versions of the vehicle and has already received a number of positive responses for the models. The Pro-Tect itself is designed purely as a contract or school transport

Vehicle Launch

bus and its high visibility markings and loading lights would be less acceptable to commercial operators seeking to extend its use to private hires. These options are removed or reduced respectively on the Pioneer and Guardian models. The driver's enclosure can also be omitted, as can automatic fire extinguishers, emergency exit signs, upper roll cage, rear intrusion bar and a number of other features.

With Pro-TECT as the flagship vehicle retailing at £23,975 it costs just £1,000 more than a factory built LDV Hi-Line minibus which only seats 14 passengers and retails at £22,995. All the safety bus range are available on seven year leases with the Pro-TECT costing £88.48 per week.

Jubilee claim the Pro-TECT has cost around £100,000 to develop but it has received assistance through the donation of materials to the value of £3,000. This came from suppliers who felt that the design was a positive step forward. Some £1,200 of these donations came from companies based in the USA.

Many of the ideas for Pro-TECT have come from US legislation on the transport of school children, where they may not be carried in anything other than a special school bus. All have to meet special criteria and there are some 390,000 of them. Although the annual review of the National Standards for School Buses & Operations in the US decided against a mandatory requirement for seat belts in 1992, the situation is under constant scrutiny. The opening statement of the Special Resolution by the Delegates of the 11th



Pro-TECT has a full set of very effective graphic warnings. The reflective tape and the chevrons are highly reflective.

National Conference on School Transportation says, "The nation's greatest resource is its children and their safety is its major public priority."

Mike Holland added, "I believe we are helping our customers on a number of counts. It seems certain that legislation will arrive which insists on seat belts and here we have a very safe system. It is also fairly sure that school transport is going to be improved. There are more and more reports saying that certain authorities are insisting that contracted carriers equip their vehicles with seat belts - and they are prepared to pay more for the contract or to make grants towards their fitment."

"Pro-TECT should help operators to gain contracts over their opposition because they can market the unrivalled



Drivers are given a degree of seclusion by a protective cage.

safety features. One of the greatest problems with the tendering system is that it makes an easy target for cost cutting authorities. Prices have been driven down by cowboys operating rubbish vehicles on an absolute shoestring. These shoddy operators prevent respect-

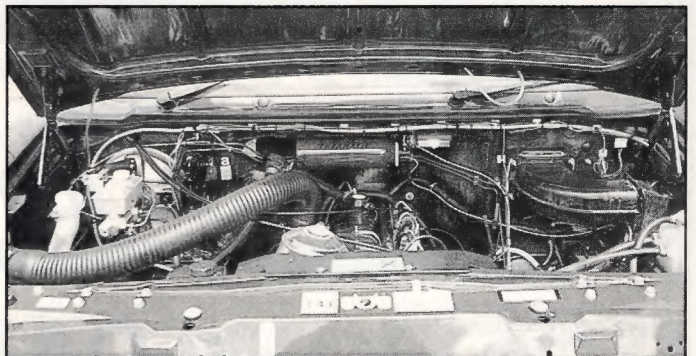
able ones from operating decent vehicles in areas where they are desperately required. Some I know of have been tendering as little as £23 per day for contracts that used to be worth £130. Little wonder that quality and safety are being called into question."

Pro-TECT cannot claim to answer all the current problems faced by those providing school transport, but someone has to start somewhere - and Jubilee has stuck its neck out to offer a safe and secure vehicle and see just what the reaction is. Orders have already been received from schools and commercial operators, indicating that the market will accept this kind of minibus.

**By
Martin
Cole**



The 'banana' mirror offers clear vision both rearwards and across the front of the vehicle.



Under the bonnet is an automatic heat detection and fire extinguishing system.

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Operator Focus

STRATHCLYDE CELEBRATIONS

This month Strathclyde celebrates its public transport past. Bus & Coach Buyer sent Gavin Booth along to join in the fun and look at Strathclyde, then and now.

Glasgow, that great Victorian city on the River Clyde, is celebrating the start of its municipal transport. In July 1894 Glasgow Corporation took over operation of the city's horse tramways, and although last year's privatisation of Strathclyde Buses marked the end of local authority control, SBH, now owned by its management and employees, is the largest single bus company in Scotland with over 800 vehicles.

Over 17,500 members of the public crowded Strathclyde Buses' Knightswood garage last Saturday (2 July) for the Centenary Open Day. A varied programme of events had been arranged including bus and coach rides, and displays of old and new buses. A cross section of current Strathclyde



Representing the current Strathclyde Buses fleet at the Open Day was this line-up of vehicles including Alexander bodied Volvo Ailsa, Citybuses and Leyland Olympians together with a MCW Metrobus.

Buses vehicles contrasted with an impressive line-up of preserved Glasgow buses including the newly restored 1928 Leyland Titan TD1 and Glasgow's first Atlantean, one of the 1958 prototypes.

The event was supported by manufacturers and by other local operators. Among recent deliveries shown by manufacturers, Scania exhibited a K113 Irizar Century, two low floor N113s and one of the first examples of the new L113 chassis with Northern Counties bodywork. A new East

Lancs bodied Dennis Dart was shown in the colours of Derby's Blue Buses fleet.

Strathclyde Buses officials said they had been delighted by the response to the Open Day, which had given the travelling public an opportunity to see behind the scenes. Knightswood garage itself was built in 1932 and was based on a Berlin design. Today it houses more than 200 buses, including the green and yellow painted GCT low-cost unit fleet.

A parade the following day passed through the city centre on its way from Blythswood Square to Glasgow Green, and many of the vehicles that had featured in the Open Day were joined by others from local operators to give Glaswegians a further reminder of the importance of public transport to this vibrant city.

Strathclyde's history

To many people, even today, Glasgow is remembered for its tramcars. Trams suited the city with its densely-packed tenement housing creating dark canyons on the roads radiating from the city centre. They spread outward as the city grew and the trams themselves moved on from fairly

basic horse-drawn vehicles, to sturdy electrics and on to the internationally-admired Coronation cars of the 1930s that were regarded, with some justification, as the finest short-stage passenger vehicles in Europe.

Glasgow had its own buses from 1924, and from 1928 the bus fleet grew substantially, serving places beyond and between the tramways. But there were other buses too. In the pre-deregulation days of the 1920s many small operators competed over the tram routes, running into the city from the surrounding conurbation which, with Glasgow, was home to almost half of Scotland's population. By the 1930s, the emerging SMT group companies had swallowed up many of the smaller firms and although these services continued to develop, from 1930 out-of-town buses were prevented from carrying purely local passengers within the city boundaries. This strengthened Glasgow Corporation's position, with a virtual monopoly in a city which, at the time, had a population nudging one million.

And not only were there trams and buses, there was



This East Lancs bodied Dennis Dart for Derby's Blue Buses fleet made an appearance at the Open Day.



Members of the public were able to take trips on preserved buses that had served Glasgow in earlier years.

Operator Focus



Now preserved at the National Tramway Museum, Crich, Derbyshire, this Coronation tram was used for the official farewell celebrations when the Glasgow tram system closed in September 1962.

Strathclyde Buses today

SB Holdings Ltd chairman and chief executive, John Churchill, is very aware that his employee-owned company is operating in a truly competitive environment without the reassurance of regional support, and knows that success depends to a large extent on delivering the quality of service its passengers demand.

"Our employee shareholders are fully committed to the future of the company and to providing passengers with that quality of service," he said. "The vehicles of the future will help us provide that quality. They will undoubtedly be more environmentally friendly as a result of European Union legislation but they will also be more expensive to purchase and to operate. However the basic infrastructure on which they will run is already in place, making the bus one of the least costly public transport options."

John Churchill sees buses, and particularly double-deckers, playing an important part in the future for Strathclyde Buses. He does not support light rail or even guided bus solutions to urban transport problems, and his views were supported by a German transport expert who was impressed by the city's grid-pattern streets. "He saw a good city centre layout of four lane streets," said John Churchill,

"except that in places they became two lane because of parking and even one lane because of double parking."

"The way ahead," he said, "is one in which there is a controlled use of vehicles by traffic management, and by making buses a main alternative attraction."

"We are in a world in which 'small is beautiful' is not happening."

John Churchill

Strathclyde Buses has a staff of 2,500 working from four depots, and annually carries around 130 million passengers. The employee shareholders had to give up established conditions of service as part of the necessary process to get the new buyout company off the ground. "One of our aims is to make sure they get that back before too long," John Churchill promised.

Against a background of the privatised Yorkshire Rider and Busways companies selling to major groups, John Churchill explained that future expansion will be important to SB Holdings. "My personal

philosophy is that we are in a world in which 'small is beautiful' is not happening. Our size, with more than 800 buses is quite large but does not put us in the major league - and it is in the major league where I believe our real future must lie."

the Underground, a single circular route operated by 1896 trains until the system reopened with new stock in 1980. Then Glasgow went for the full house with a trolleybus system, which lasted only from 1949 to 1967.

New trams were built until 1954, but in the post-war world British cities were turning against tramways and Glasgow, whose system was second only to London's in size, succumbed to the flexibility of the motor bus.

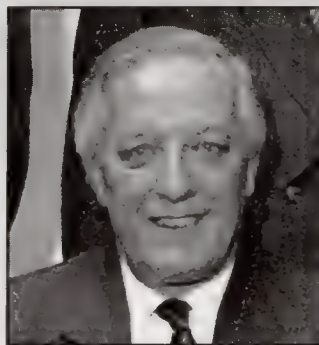
Public transport was changing and so was Glasgow. New towns were being built to house the city's 'overspill', and many of the worst Victorian slums were swept away in favour of high-rise flats that

proved to be little better. Many areas were demolished to make way for motorways as Glasgow battled to keep cars off the city centre streets.

Greater Glasgow PTE took over from Glasgow Corporation in 1973, the name was changed to Strathclyde PTE in 1980 and two years later agreement had been reached to lift the 1930 monopoly boundary restrictions. Now other operators, most notably Scottish Bus Group firms, could carry local passengers within the city. SBG and Strathclyde PTE were never the closest of friends and when deregulation came along in 1986 the gloves were off in what became known as the Glasgow Bus Wars. New SBG companies Clydeside and Kelvin poured Routemasters on to city and out-of-town routes and Stagecoach embarked on one of its first competitive forays with its Magicbus services to the vast peripheral housing estates at Castlemilk and Easterhouse. For a while, it seemed, anarchy reigned.

Then, as often happens, the situation stabilised. Financial pressures on SBG companies caused them to cut back, and the privatisation of SBG created further uncertainty.

While Glasgow's trams and buses once extended well beyond the city's boundaries, they were cut back during the 1950s, only to spread out again in the 1980s. The dramatic expansions that followed the lifting of the boundary restrictions in 1982 and, more particularly, deregulation in 1986, meant that the orange painted Strathclyde buses - run by Strathclyde Buses Ltd from October 1986 - could be found many miles from the city centre. More recent rationalisation has meant that SB vehicles can still be



John Churchill, chairman and chief executive of SB Holdings Ltd.

For the moment, SBL and GCT, operating mainly in the commercial tendering sector, are consolidating their position. John Churchill believes that the companies can increase bus popularity by keeping fares as keenly competitive as possible. "Low fares combined with the best popular service and efficiency will win us the passenger traffic we need," he said. "Some of these passengers will be car owners attracted back to bus travel, particularly within the city, because of what we can offer."



Glasgow Corporation and its successors bought over 1400 Leyland Atlanteans. This Alexander AL bodied example dating from 1981 was one of the very last batch.

Operator Focus



Babies, balloons and buses.

found well outside Glasgow, but in some areas services have reverted to their original operators.

SBL has re-established its dominant position in Glasgow, a position it has consolidated with an agreement that saw the former Magicbus services pass into SBL hands, and the creation of a lower-cost recruitment unit, GCT, which operates its own discrete network of services.

The creation of GCT was one of the first actions following last year's privatisation of SBL, a process that was drawn out when doubts were raised over the price to be paid for the company. The privatisation process and sale to SB Holdings Ltd had already been complicated by a disastrous fire in May 1992 at SBL's Larkfield depot, when 60 buses were totally destroyed. Other operators rallied round and orders were eventually placed for replacement vehicles; 52 lowheight Alexander bodied Leyland Olympians were delivered last year.

SBL has 820 buses, a mix of Leyland Olympians, Volvo Citybuses and Ailsas, MCW Metrobuses and older Leyland



Strathclyde's latest double deck deliveries are 52 Alexander bodied Leyland Olympians which were replacements for the buses lost in the Larkfield fire. Two carry advertising and sound equipment for the radio stations Clyde 1 and 2.

Atlanteans. Full-size single deckers have rarely figured strongly in the fleet, but from 1983 Strathclyde PTE had invested heavily in minibuses, and today there are 90 'Wee Happy Buses,' Metroriders, used largely on suburban services.

1928 Leyland Titan TD1

Star of the transport centenary events was a 1928 Leyland Titan TD1 which was making its debut fully restored in Glasgow Corporation's green, orange and cream colours. The TD1, thought to be the oldest remaining bus of this type, is believed to be the oldest surviving Scottish owned double-decker.

The Leyland Titan TD1 was as revolutionary in its day as the Atlantean was 30 years later. It offered a low floor, with the then-revolutionary lowbridge seating layout (sunken gangway and four-across seating upstairs), and the overall height was just

over 13 feet. Many TD1s had Leyland bodies like the preserved Glasgow bus, with an open rear stair case. Seats are provided for 51 passengers, and if the unladen weight seems low at under six tonnes, remember that this is, relatively speaking, a small bus: at 26 feet long it is considerably shorter than today's



The oldest vehicle currently in service with Strathclyde Buss is this Alexander Atlantean.



The coat of arms carried on the restored Leyland Titan TD1 double decker.

average Dennis Dart or Volvo B6.

Glasgow was a keen TD1 customer, buying some 270 examples between 1928 and 1931. After 12 years service it became a Civil Defence ambulance, along with many of its brothers. This may explain its subsequent discovery as a static caravan in a Kent orchard. It was brought back to Scotland by Jasper Pettie and partially restored in the workshops of SBG Engineering. The incomplete bus rested in the Scottish Vintage Bus Museum's Whitburn premises until being moved to the Strathclyde Buses central works at Larkfield, where craftsmen completed the interior and exterior, finishing in time for the centenary weekend, where it was the centre of attention and a fitting tribute to the skills of preservationists and craftsmen alike.



A variety of ex Glasgow Corporation half cab deckers manufactured by Albion, Leyland and Daimler with one of the prototype Atlanteans in the background.



Newly restored, the all Leyland Titan TD1 which originated in 1928 and spent many years as a static caravan in Kent.

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1987 DAF SB DUPL 340, 53 reclining seats, toilet, continental door. Interior — autumn tint; Exterior — green/white. MoT December 1994.

1987 LEYLAND TIGER 245 DUPL 320, 57 reclining seats, power door. Interior — grey/red; Exterior — red/white. MoT February 1995.

1987 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3200, 53 reclining seats, power operated door. Interior — red; Exterior — white/yellow/red. MoT February 1995.

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until April 1995

1986 C DAF, 49 str + toilet, Plaxton
Paramount 3500 MB230, MoT March
1995

1986 C IVECO, 21 str, Robin Hood, new
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1988 E VOLKSWAGEN OPTARE City Pacer, 25 seats,
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May 95

1987 D IVECO 49.10 Robin Hood Conversion, 21 seats, 7
standees, powerdoor, destination gear, MoT Feb 95

1986 IVECO Robin Hood 49/10, 21 seat, 7 standees,
Destination gear, powerdoor, MoT March 95

1986 C MERCEDES 307D REEVE BURGESS, 12 seat
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1986 C LEYLAND TIGER 245, Duple 320, 53 seats,
semi-auto, Express doors, destination gear, MoT May 95

1981 X VOLVO B58 DUPL DOMINANT III, 57 seats,
powerdoor, radio/PA, tinted windows, MoT Aug 94

1981 W BEDFORD YMT DUPL DOMINANT IV, 53 seats,
radio/PA, MoT Nov 93.

1980 V BEDFORD YMT DUPL DOMINANT II, 53 seats,
powerdoor, MoT April '95

1980 V DAF MB 230 PLAXTON SUPREME IV, 53 seat,
powerdoor, tinted windows, radio/PA, MoT Nov 93.

1980 V LEYLAND LEOPARD DUPL DOMINANT, 53
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1979 T SEDDON PENNINE VII ALEXANDER, T-type body,
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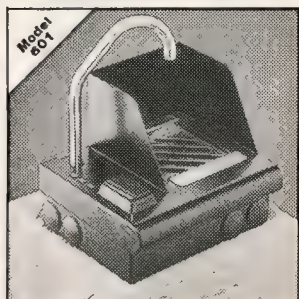
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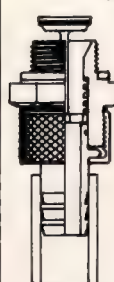
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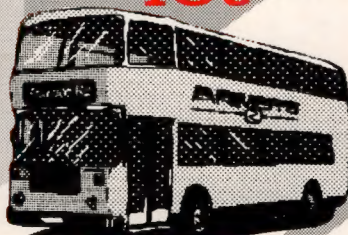
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